

# AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA



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## AERONAUTICS COMMISSION

BOX "U" BISMARCK, N. DAK. 58501

### AVIATION USER TAX LEGISLATION NOW PENDING IN CONGRESS

1969 NOV. - DEC.

The Ways and Means Committee of the U.S. House of Representatives is about to report out House Bill No. 12780, which would substantially increase user taxes on general aviation aircraft owners and upon airline passengers. The Ways and Means Committee has generally agreed on the following tax package, the proceeds of which would be deposited in a "Aviation Trust Fund" to be used for the cost of the Federal airways system and for airport improvements. The bill includes the following taxes:

7¢ - a gallon tax on general aviation gasoline and jet fuel used by business aircraft, with no refunds. Present tax on aviation gasoline is 4¢ per gallon with 2¢ refunded for off-highway use. Present federal tax on jet fuel is none. The bill provides that scheduled airlines will continue to pay no federal tax on jet motor fuel purchased by them. Commuter Airlines would be exempt of the jet fuel tax, since they must charge the 8% passenger ticket tax.

\$25.00 - Federal annual aircraft registration fee, plus 2¢ per pound of certificated gross weight for piston aircraft and 3½¢ per pound added for turbine powered aircraft. (The Federal registration fee would also apply to scheduled airlines with the tax estimated at \$10,000. annually for a Boeing 707 aircraft.)

8% - Tax on all airline passenger tickets (Present tax on airline tickets is 5% of the ticket cost).

5% - Tax on air cargo waybills. (Presently no tax on this item.)

\$3.00 - Boarding tax for passengers boarding on International flights for which the 8% ticket tax does not apply.

The Federal annual registration tax on general aviation aircraft powered with piston engines would look like this, if the bill passes:

Aircraft Type & Model	Certificated Gross Weight for 1969 Models	Federal Annual Tax
Cessna 150	1,600 lbs.	\$ 57.00
Beech Bonanza V35A	3,400 lbs.	93.00
Cessna 172	2,300 lbs.	71.00
Cessna 182	2,800 lbs.	81.00
Piper Cherokee-300	3,400 lbs.	93.00
Piper PA-25-235 (Sprayer)	2,900 lbs.	83.00
Cessna Ag Wagon -260	3,300 lbs.	91.00
Mooney Executive 21	2,740 lbs.	79.80
Piper PA-18 Super Cub	1,750 lbs.	60.00
Cessna 310P (Twin)	5,200 lbs.	129.00
Piper Aztec D (Twin)	5,200 lbs.	129.00
Lear Jet (Model 24B)	11,880 lbs. (Turbine Eng.)	445.00
Beech Model 99 Turbo-Prop	10,400 lbs.	389.00

This bill provides for the use of the revenues, however, the distribution is in a state of flux in the committee. The latest word is that funds allocated for airports may be something like this:

Amount	Purpose	Fiscal Year
150 million	Air Carrier Airports & Reliever Airports	1970
180 million	Air Carrier Airports & Reliever Airports	1971
240 million	Air Carrier Airports & Reliever Airports	1972

AVIATION USER TAX LEGISLATION - continued

For the 1970 fiscal year, the above \$150 million dollars would be divided as follows:

- 50 Million - - To States under area/population formula for all classes of airport aid. (Same formula as now used.)
- 50 Million - - To air carrier airports on basis of passenger enplanements.
- 50 Million - - To the Administrator of the FAA for his discretionary fund to be used on airports of his choice.
- 150 Million - - Total

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AERONAUTICS COMMISSION HEAD ANSWERS MOST OFTEN ASKED QUESTIONS ABOUT AIRPORT AUTHORITIES

Are Municipal Airport Authorities popular in North Dakota? The answer is yes. In the past 2½ years, a total of 51 airport authorities have been created by cities in North Dakota in 35 counties. 48 of the total are municipal airport authorities; two are county wide and one is interstate, including a North Dakota city and a Minnesota city. During 1969, statewide, there are on the average about two per month, new municipal airport authorities being created by local city commissions and city councils.

What size of cities have municipal airport authorities? From the largest city in North Dakota, which is Fargo to cities of population as low as 400. Cities similar in population to Mandan, which have municipal airport authorities are Jamestown, Dickinson, Valley City and Breckenridge-Wahpeton Interstate. Smaller cities in the western part of the state with municipal airport authorities include: Bowman, Hettinger, Mott, Glen Ullin and Hebron. Bismarck in 1964, created a special airport authority, wherein the City Commission appointed itself as the authority for the purpose of financing the new Bismarck terminal building. An authority can arrange such financing fast with no problems, while the City of Bismarck could not.

What have municipal airport authorities accomplished besides push for airport improvements?

(a) Jamestown Municipal Airport Authority acquired a new industry from Los Angeles, California in the month of September, 1969. The Jamestown Airport Authority established an "Industrial Airpark" on the Jamestown Airport and attracted Western Gear Corporation of Los Angeles, Calif. who have announced the establishment of a Western Gear Co. plant on the Jamestown Airport, which will employ from 75 to 100 persons in the manufacturing of certain parts for the Boeing 747 aircraft, which is built in Seattle, Washington. The Jamestown Airport Authority was created in 1968. Western Gear Co. has plants in 15 states and has annual sales of over \$100,000,000.

Breckenridge-Wahpeton Interstate Airport Authority was created to enhance its combined position in attracting new industries. These two cities combined have a population of 11,000. These two cities lost two industries that first proposed to locate at Wahpeton, N.D., but were not satisfied with the airport facilities. One would employ 100 persons, but two years later, it has an employment of 150 and located at Watertown, South Dakota. the other also located in Brookings, South Dakota. Breckenridge-Wahpeton Interstate Airport Authority in 1969, built a \$225,000.00 improvement at the Wahpeton Airport to meet the requirements of industrial prospects.

The reason for the airport authority there is to provide financing of the necessary improvement. The Airport Authority has the power to move fast. The city itself does not have laws which permit such action.

(b) What do local industries think of a modern airport and its value to industry? Melroe Manufacturing Co. of Gwinner, N.D. built a world-wide manufacturing business through use of theree aircraft in the sales and service of its products. Melroe Co. is presently the largest manufacturing industry in North Dakota, employing a total of 450 persons at Gwinner, N.D. and 150 at its Cooperstown plant.

The Gwinner Municipal Airport Authority (City population of 500) in 1969 completed and dedicated a \$200,000. new airport with paved runways long enough to accommodate pure business jet type of aircraft. The completely paved and lighted airport facilities were built to accommodate the needs of the Melroe Co.

Melroe Manufacturing had gross sales in 1968 of \$25,000,000. with all products sold by them made in North Dakota and accounted for about 20% of the total dollar value of manufacturing in North Dakota in 1968.



AERONAUTICS COMMISSION HEAD ANSWERS MOST OFTEN ASKED QUESTIONS ABOUT AIRPORT  
AUTHORITIES - continued

Why is a separate municipal airport authority more effective than a City Commission or City Council in governing the airport? A City Commission or City Council deals with hundreds of local matters, with the airport being one of these matters and has very little time or incentive to devote much effort in this direction.

In comparison, a five-man municipal airport authority, has one public job only and that is the airport. It is therefore obvious that an airport authority can and will do a superior job in planning for the future. This has been proven throughout the state.

What powers does an airport authority exercise? A municipal airport authority has complete independence in developing the airport. The legislature provided by law that the authority shall have substantially greater powers than the City that created it. The authority may at its discretion:

- (a) Provide for a development plan.
- (b) Provide for an industrial airport on the airport.
- (c) Certify up to four mills property taxes on all property with the proceeds for airport development. Any city presently has this power. When a City creates an airport authority, the State law provides that the airport authority shall have this power in place of the City.
- (d) A municipal airport authority may accept both state and federal aid airport funds for improvements.
- (e) A municipal airport authority has the power to authorize and issue on its own motion, airport revenue bonds for payment of capital improvements, without an election. The authority may dedicate property tax revenues and any other revenues at its command to pay off the bonds and interest.

City government does not have this flexible financing powers. A city to accomplish the same job, with respect to an airport, would have to issue general obligation bonds and have a city-wide election.

This financing flexibility is important, when an industrial prospect arrives and wants a decision in one month or less. The Airport Authority can make the decision and match it with necessary financing for improvements. A city cannot move this rapidly.

A City without a municipal airport authority is at a competitive disadvantage if an industrial prospect wants to locate on the airport and needs an answer yes or no, whether the airport will be improved to meet the requirements of such a prospect.

In summary, a municipal airport authority has the advantage of having five airport commissioners, who can properly plan for the future of the airport and if and when, the need arises, can provide major capital improvements on a "Crash Basis" quickly, along with arrangements for the necessary financing to underwrite the cost.

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WINTER PREPARATION

Man although he is a creature of evolution, is not as fortunate as most animals, in that a mysterious clock takes over and they prepare themselves for cold weather.

Man must be reminded by looking at the calendar and the weather itself and make plans.

In the past, we have had serious accidents occur in this state because we neglected to winterize our aircraft accordingly. Winterization kits are available and it is suggested that FAA Certificated Kits be used so as not to possibly invalidate the manufacturer's warranty.

In this country, severe sub-zero temperatures are capable of congealing oil and freezing over of crankcase ventilators or breather lines. Both conditions can cause oil starvation and complete engine failure if allowed to happen.

Depending on the type of aircraft, it is sometimes desirable to lag or cover oil lines and tanks to keep oil from congealing.

Of course, selection of proper seasonal lubricants will also minimize this danger. This is dependent on engine type and recommendations of the manufacturer.

Tighter cowled modern engines have to some extent reduced the frequency of freezing over of breather lines, although several years ago, a new Cessna 172 lost all of its oil when the breather line froze over and blew out the crankshaft seal at the front of the engine. When this happens, oil then will be pumped out of the engine past the seal.

The sequence of events when this happens is that as the crankcase ventilator freezes over, internal pressures build up in the engine, causing the oil pressure gauge to register this pressure and the gauge will move abnormally high and in some instances, move clear off the scale. This pressure will continue until it is relieved either by the dip stick blowing out of sheath or rupturing of the crankshaft seal near the propeller flange. When the seal lets go, pressure on the gauge will drop to normal and flecks and drops of oil will appear on the windshield and it is possible to pump your oil overboard in as little as 20 minutes and then again the aircraft can perhaps be flown several hours losing little.

**SNOW REMOVAL REMINDER:** Remember that snow removal on secondary airports here in North Dakota is on a sporadic basis and conditions can change daily or hourly for that matter. Secure first hand information on the airport of intended landing by a phone call to someone you know and have him make a personal inspection.



FAA GENERAL AVIATION DISTRICT OFFICE, FARGO, NORTH DAKOTA, APPOINTS ACCIDENT  
PREVENTION COUNSELORS -----

Robert Broadbent (Accident Prevention Specialist) Fargo General Aviation District Office says another program, which is a part of the FAA Accident Prevention Program, is the Accident Prevention Counselor Program.

Mr. Broadbent says the idea behind the program is to have a responsible person on the spot that could assist or offer help to a local or transient pilot during the time when the help or advice is most needed. Their activity is not limited to the area of residence but can be anywhere during a time that they feel they can help.

All pilot counseling activity is closely co-ordinated with the FAA District Office and everyone is encouraged to assist by knowing who and where these people are.

The North Dakota Aeronautics Commission is in full support of the Accident Prevention Program and is considering ways and means of recognizing the most active pilot counselor for his efforts in promoting aviation safety.

The following individuals volunteered for and have been designated to represent the Fargo General Aviation District Office as pilot counselors:

Harold C. Chandler Alexandria, Minnesota	Robert Wells Langdon, N.D.
Robert A. Anderson Baudette, Minn.	James McDonald Minot, N.D.
Galen A. Filler Bismarck, N.D.	Jack Luther Mohall, N. D.
Alfred Dahl Cogswell, N.D.	Willard Riedesel Park Rapids, Minn.
Robert Jacobson Crosby, N.D.	Leonard G. Krech Rolla, N.D.
Dr. Glen W. Toomey Devils Lake, N.D.	Bill Pointer Roseau, Minn.
Ron Ehlers Dickinson, N.D.	Wilbur Finley Rugby, N.D.
Lowell G. Ricks Elbow Lake, Minn.	Phillip Miller Valley City, N.D.
Allen Saunders Oakes, N.D.	Mel Wefel Wahpeton, N.D.
James A. Peterson Fargo, N.D.	Darrell Strong Walhalla, N.D.
J. Daniel Vigesaa Fergus Falls, Minn.	Jack K. Daniels Williston, N.D.
Lee Barnum Grand Forks, N.D.	Glen Moore Crookston, Minn.
Don Schuster Grafton, N.D.	Daniel Illies Warren, Minn.
Mrs. Beth Lucy Jamestown, N.D.	

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NEW WAY DISCOVERED TO SMOOTH TURF LANDING STRIPS

Cam Larson of Leeds, N.D. has discovered a simple method to smooth badly bunched grass on turf strips. The method has worked well and has been used the past five years at Leeds and as anyone who has landed there can testify, it is smooth. Five years ago, Leeds was in such bad shape because of bunched turf, that they were contemplating going in with cultivators and tearing up the turf and reblading. Instead they waited until the ground was well frozen, they suggest several days of 10 degree below zero weather, and they shaved the entire area with a motor patrol or grader.

The process cuts the grass crowns off but does not disturb the root system, thereby assuring a good cover of grass the next spring. The windrow of accumulated grass and some debris can either be left at the outer edge of the landing area and burned if dry, or perhaps a better method would be to redistribute or reblade it back over the strip. Mr. Larson states that they do this every fall and have had excellent results.

Other accepted methods are of course, rolling with a heavy roller after the frost has left the ground in the spring and while the ground is soft and very pliable.



NEW WAY DISCOVERED TO SMOOTH TURF LANDING STRIPS - continued

Selection of the type of roller is very important. Do not use highway rubber-tired compactor type or event the steel type of compactor. Use a large diameter long heavy roller, to float the ground. It is also important to use a tractor of sufficient size, to prevent slippage so as not to rut the soft wet earth.

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AERONAUTICS COMMISSION MEETS - ALLOTS \$36,561. IN AIRPORT CONSTRUCTION REQUESTS

In a meeting held in Bismarck October 27th, the five-man Aeronautics Commission granted requests to 9 airports in the amount of \$36,561, which was the total amount available from 1969 State Airport fund. Sixteen requests were considered which totaled over \$133,500. The 9 airports that received funds are as follows:

1. \$4,256 to Westhope Airport Authority for completion of the paving and lighting of a 3,000 ft. runway.
2. \$4,800 to Rolla Airport Authority for administration building and a lighted wind tee.
3. \$3,235 to St. Thomas Airport Authority for engineering and construction of a new airport.
4. \$1,270 to the City of Lisbon for new runway lights.
5. \$1,500 to the New Town Airport Authority for installation of runway lights.
6. \$4,000 to LaMoure Airport Authority for grading and runway lights.
7. \$1,000 to the City of Ellendale for hard surfacing runway and taxiway.
8. \$2,500 to the Mott Airport Authority for runway construction. An additional amount of \$4,000 of 1970 funds was allocated to Mott for runway construction and runway lights, provided that Mott receives a federal airport grant for such work.
9. \$10,000 of 1970 funds to the Parshall Airport Authority for grading and paving of runway, taxiway and apron and installing runway lights, provided that Parshall obtains a federal airport grant for paying part of the cost of the project.

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NEW AIRPORT AUTHORITIES CREATED RECENTLY AT NAPOLEON AND WISHEK, N.D.

The Napoleon and Wishek City Councils made October 6th a red letter day for aviation, in that the two most recent formed Airport Authorities were formed simultaneously that day. Named to the following terms of office at Napoleon were: M.C. Parkos - 5 years; Dr. E.H. Goodman - 4 years; Tony Weider - 3 years; Karl Wurl - 2 years; Gordon O. Hoberg - 1 year. At Wishek the following were named: W.W. Nickish - 5 yrs; Lorrion J. Herr - 4 yrs; Vernon W. Kramer - 3 yrs; Everett Butler - 2 yrs; and Dennis Svedjen - 1 year.

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EXHIBITIONISM RESULTS IN FOUR DEATHS

Pilot: David E. Johnson, Williston, N.D.

Time & Place: Sept. 25, 1969, 12:20 a.m. near Lewis & Clark Bridge, Williston, N.D.

Pilot Time: Private, SEL 138:00 TT, Age 25

Aircraft Type: Mooney Super 21

Injuries: Pilot & 3 passengers fatal

INVESTIGATION REVEALED THAT: The four persons lost their lives as a result of attempting to fly under the Lewis & Clark bridge that spans the Missouri River approximately 5 miles west of Williston, N.D. at about 12:20 a.m. the evening of Sept. 25th. The following two witness statements tell the story quite well:

Witness No. 1 was an oilfield roughneck, 18 years of age. Statement follows:

At 11:45 on Sept. 24, 1969, I was in Jamies Cafe in Williston. I heard Dave Johnson talking about flying under the Lewis and Clark bridge. They were all going at about 12:00. It was planned that Bob Foresberg, Russel Atanasi and Brent Smaltz would go with Dave in the plane. A group of us were going to watch but I decided not to go. Three of the guys went off to the bridge, but the plane did not appear. The pilot and group left the cafe at about 12:10.

Witness No. 2 was a young man, 22 years of age plowing on his fathers farm 3 miles SW of the bridge. Witness Statement:

I was traveling east and saw the bright light in the sky coming out of the west and a little north of the bridge. When the aircraft was at the bridge, my memory is a little hazy. The aircraft seemed to leave the area of the bridge and traveled in a southeasterly direction. It traveled southeast for a distance that I can't ascertain, then made a 180° turn and headed back toward the bridge. When I had first seen the bright light, I watched it and then shut off the tractor, lights and radio. I stepped out of the cab to watch and listen because the bright light was a little unusual. After the aircraft had made the 180° turn and headed back to the bridge, I could see a green navigation light and it appeared to be running good. The craft however, looked like it was coming down for a landing. It dropped below the tree line and I could hear the engine clearly. There didn't seem to be anything wrong and then I heard a boom and everything was still. All you could hear was the sound of the traffic on the highway.

Aircraft was recovered from the River about 3/4 mile from the bridge and it appears that the plane never ever reached the bridge, instead striking the water with a one-wing low attitude.

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WANTED TO BUY: One set of skis for Aeronca 7GCAA. Contact Harley Thom, Box 761, Bismarck, telephone: 223-1884



ACCIDENTS:

Pilot: Chris Christensen, Box 4678, Grand Forks AFB, N. Dak.  
Time & Place: Sept. 3, 1969, 1:00 Valley City, N.D.

Pilot Time: Private, 153 TT, Age 24

Aircraft Type: Cessna 120

Injuries: None

Pilot Statement: Departed Grand Forks International 12:00 CDT, flew cross country to Valley City. Made a normal pattern and attempted landing on SE runway. Cross-wind from the right lifted right wing just at touchdown. Continued in that attitude for approximately 100 ft. without being able to attain level attitude. At that point, the left landing gear tore loose from the fuselage and the aircraft came to rest facing NW.

Damage to Aircraft: Propellor demolished, left landing gear torn from fuselage.  
Minor damage to left wing tip.

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Pilot: Dennis D. Doyle, 502 N. Lincoln, Addison, Illinois  
Time & Place: August 31, 1969, 2:00 p.m., Dwight Doyle Farm, Bartlett, N.D.

Pilot Time: Private, SEL, 200 TT, Age 25

Aircraft Type: Piper Cherokee Arrow

Injuries: None

Pilot Statement: After frequent take-offs and landings at this field with this aircraft, the day before, I was prepared to take off again to give my Dad and brother a ride. The time was 2:00 p.m., no flight plan was filed or any services from the flight service was obtained because the weather was very good for flying and we were only going to fly around the immediate area. A complete pre-flight was made and a complete run-up was performed. All gauges were checked, flaps set, trim set, prop set, mixture set, full power and we were off. The airspeed indicator climbed to 80 mph, I pulled back on the yoke and we lifted off approximately 200 ft. from the end of the field. No more than we got off the ground and we settled back down, it felt as if we hit a small air pocket, unfortunately we settled down on the small road leading to the farm. I pulled back on the yoke again trying to keep the plane in the air, the nose wheel cleared the road but the main gear did not. It felt as if we made a hard landing, there was no jolt on our seat belts.

Damage to Aircraft: The main gear of the aircraft was knocked off. The rear spars in the wings were pushed up and thru the top of each wing. The damage to the trailing edge and flaps of each wing was evidently the result of the gear ripping off. The right main gear evidently struck the tail (horizontal stabilizer only) because it was bent up quite extensively.

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Pilot: R. Douglas Doss, MD., 1600 University Ave., Grand Forks, N.D.  
Time & Place: 8-14-1969, 16.39 Greenwich, Grand Forks International Airport

Pilot Time: Private, 742 TT

Aircraft Type: Piper Arrow

Injuries: None

Pilot Statement: After topping tanks, taxied out, checked mags, run up engine, checked prop, all engine instruments in green. Climbed straight out on heading 260° at altitude approximately 1500 ft. (800 ft. MSL) engine failed. Landed in potato field approximately 1500 ft. from end of runway 26.

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Pilot: Barry D. Moon, Fairmount, N.D.  
Time & Place: August 9, 1969, 3:00 p.m., 3 miles north and 4½ miles east of Ogema, Minnesota

Pilot Time: Commercial, SEL Age 22

Aircraft Type: Mooney Mark 21

Injuries: Fatal

Investigation Revealed That: Extreme fatigue may have been the cause of the accident. Pilot through various activities had suffered loss of sleep previous to the crash. Witnesses and people in a farmstead near the scene, reported that an aircraft passed over the farm at extremely low altitude. It is assumed that pilot fell asleep and then crashed among trees from a very near to normal cruise attitude. While this accident happened in Minnesota, it involved a N.D. man and was included only to show what fatigue can do to a pilot.

Damage to Aircraft: Total wreck.

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FOR SALE: 1966 150 Trainer, 1670 TT, Mark 3, Primary Panel, rotating beacon, 35 amp generator, 0 SMOH for \$5,700.; 1968 Cardinal, 700 TT, Mark 12 w/VOA 4, ADF 31, Heated Pitot, adjust pilot seat, Alt Static Source, Tinted windows, new annual; 1968 150 Trainer, 530 TT, Mark 12 w/VOA-4, 50 amp Alternator, Primary panel, fresh annual; 1969 Cessna 172 Skyhawk, 300 TT, 2000 hr 150 HP Engine, Mark 12A-360 Ch w/VOA-8, MBT-12, 3 light, heated pitot, ground service plug, 60 AMP Alternator, flashing beacon; Narco Superhomer for Sale, recently overhauled. Contact Capital Aviation Corporation, Box 1471, Bismarck, N.D. Tel: 701-223-0260

ATTN: Tel: 701-223-0260, 701-223-0261, 701-223-0262, 701-223-0263, 701-223-0264, 701-223-0265, 701-223-0266, 701-223-0267, 701-223-0268, 701-223-0269, 701-223-0270, 701-223-0271, 701-223-0272, 701-223-0273, 701-223-0274, 701-223-0275, 701-223-0276, 701-223-0277, 701-223-0278, 701-223-0279, 701-223-0280, 701-223-0281, 701-223-0282, 701-223-0283, 701-223-0284, 701-223-0285, 701-223-0286, 701-223-0287, 701-223-0288, 701-223-0289, 701-223-0290, 701-223-0291, 701-223-0292, 701-223-0293, 701-223-0294, 701-223-0295, 701-223-0296, 701-223-0297, 701-223-0298, 701-223-0299, 701-223-0300, 701-223-0301, 701-223-0302, 701-223-0303, 701-223-0304, 701-223-0305, 701-223-0306, 701-223-0307, 701-223-0308, 701-223-0309, 701-223-0310, 701-223-0311, 701-223-0312, 701-223-0313, 701-223-0314, 701-223-0315, 701-223-0316, 701-223-0317, 701-223-0318, 701-223-0319, 701-223-0320, 701-223-0321, 701-223-0322, 701-223-0323, 701-223-0324, 701-223-0325, 701-223-0326, 701-223-0327, 701-223-0328, 701-223-0329, 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ACCIDENTS - continued

Pilot: Roger W. Johnson, Mohall, N.D.  
Time & Place: July 14, 1969, 8:00 p.m., Mohall, N.D.  
Pilot Time: Commercial, FI, 1100 TT, Age 36  
Aircraft Type: Boeing  
Pilot Statement: Airplane was loaded with water and 2-4p. At the end of ground roll, airplane went out of control to left.  
Damage to Aircraft: Left aileron and left wing damaged.

Injuries: None

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Pilot: James O. Haynes, 3210 Whirlaway, Dallas, Texas  
Time & Place: July 10, 1969, 11:00 a.m., Fryburg, N.D. Logan Airport  
Pilot Time: Private, SEL&S, 1128 TT, Age 46  
Aircraft Type: Cessna 150

Pilot Statement: Conventional landing was made. There were two ditches that were not visible until I was too close to stop. The first ditch was small enough and had a rounded bottom so the plane crossed it. The second ditch was too v-bottomed so the nose wheel broke, allowing the propellor and lower cowlings to hit the ground. The right wing tip swung around and hit the ground. The path of the plane was 8 yards from the edge of the runway. There were no markings to indicate the limits of the runway. I thought I was on the runway until I was too close to the ditches to miss them. Because of the grass, I didn't realize they were so rough until I hit them.

Injuries: None

Damage to Aircraft: Nose wheel broke, propellor bent, lower cowlings bent, leading edge of right wing tip bent.

Recommendations: 1. Not landed at this airport since runway was not marked.

2. Not list airports in AIM or on charts when ditches are in areas that can be mistaken for runways. 3. Require minimum standards for runways before listing them in AIM and showing them on charts.

\* \* \* \* \*

Pilot: Edward Herda, Crary, N.D.  
Time & Place: July 2, 1969, 7:30 p.m., George Brown farm 11 miles E. of Devils Lake.  
Pilot Time: Commercial, Instrument, 1499 TT, Age 28  
Aircraft Type: Piper PA-18

Pilot Statement: Took off loaded full from nurse wagon. Made two passes north and south on west side of field. On turn to line up for third pass, aircraft stalled with approximately 30 feet of altitude. It all happened so fast, I never had time to even think of reaching for quick dump. I saw the ground coming up fast and the next thing I was getting out as fast as I could.

Injuries: None

Damage to Aircraft: Damage to prop, cowlings, carburetor, gear, right wing, fuselage and sprayer.

Recommendations: Accident could easily have been prevented by taking more time in the turn or carrying lighter load, to prevent the occurrence of a stall. In my opinion now, nobody has enough time to recover from a stall in a loaded sprayer at normal turn altitude.

\* \* \* \* \*

Pilot: George R. Baker, Berthold, N.D.  
Time & Place: June 30, 1969, 11:30 a.m., Blaisdell, N.D.  
Pilot Time: Commercial, ASEL, Age 31  
Aircraft Type: Piper PA-18

Pilot Statement: I had been spraying all morning and had just started a new field. I made one pass to the east, turned around, made a pass to the west. I went under a highline running diagonally across the field and then pulled up for another one by the road. As I pulled up, I heard a sharp crack. Just what it was I will never know. Anyway, it distracted my attention enough so that I didn't take my usual look at my instruments. I didn't make any turn immediately but went out straight trying to find out what made the crack noise. I started a slow left turn, suddenly the plane headed for the ground and couldn't control it. It hit wings back quite hard and then turned around 180° and stopped. The engine was burning. I climbed out a few minutes later, it burned completely. Al Marburger who was spraying in the same area had experienced carburetor icing. My flagman said that as I went over him, my engine sounded like it was dying. I had about 60 gallons of spray on board.  
Recommendations: I was wearing a heavy helmet, lined with foam and then ear phones over my ears. With my attention distracted more easily by the crack sound and not looking at my RPM, I could not have detected a gradual loss of power if I had carburetor ice. I think a helmet is fine but it should not cut off engine sound.

Injuries: Minor

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FOR SALE: 1965 PA-30 Twin Comanche 1200 TT; 1964 Cherokee 235 Sharp; 1960 Piper Aztec, Nyack Conversion; 1961 Cessna 310F, 0-SMOH; 1953 Cessna 170B, 400 SMOH, MK-5, F.P.; 1965 Cessna Skylane, 1450 TT, KX150B; 1967 Cherokee 6-300, 900 TT; 1961 Piper Super Cub; 1947 PA-11 C-90, 300 SMOH, Fresh Annual; 1947 NAC Champ 100 hp, 0200 Cont Ceconite Lower Lites, full electrical; 1966 Alon Ercoupe, full panel; 1967 Mooney Exec. 3-Lite MKR, MK-12 MK-3, ADF, 2 Axis A/P; 1963 Pawnee 235, 900 TT, Combo Unit; 1964 Pawnee 235, 680 TT, Combo Unit; 1947 Stinson Voyager, new interior, 3Y Ceconite Cover, needs engine; 1956 PA-22 Tri-Pacer, 0-SMOH engine and airframe; 1946 J-3 C-85; 1967 Cherokee 140, Dual MK-12 VOA-4, full panel; 1959 Cessna 175, 0-SMOH engine, full panel VHT-3, MK-3 R.D.F. Spotless. Contact Monroe Chase, Mid-State Aviation Inc., Box 1014, Bismarck, N.D. Tel: 223-6862 or 255-4907



FOR SALE: 1968 Mooney Statesman, 1500 TT, A&E, MK12-360, ADF, Marker Beacon, rotating beacon, curtains & headrests; 1968 Mooney Statesman, 875 TT, A&E, MK12-360, MK-3, DME, ADF, Marker Beacon; Rotating Beacon; 1969 Mooney Statesman, 575 TT A&E, MK12-90, Rotating beacon; 1966 Cessna 150, 2675 TT, 50 SMOH, NAV-Com 300, full panel; 1968 Mooney Cadet A10n A2A, 1550 TT A&E, MK3, full panel; 1969 Champion Citabria GCBC, 120 TT, MK3. Call or write Agrichemical Aviation Inc., Box 585, Bismarck, N.D. 58501 telephone: 223-2332

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FOR SALE: One pair Federal Air Glide Skis C3000, plastic bottoms, Hyd type, Fits T70 or 180 Cessna. Contact Robert E. Nelson, N.D. Game & Fish Department, Fleck Building, Bismarck, N.D. Telephone: 224-2180

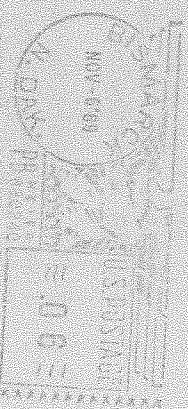
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WANTED: 1941-47 Piper J-3, Piper J-5A Cub Cruiser or 7AC Champ needing recover or major for next annual. Licensed or ferryable. Consider plane less engine & prop. Give details and price in first letter. Contact Curtis Auenson, Ulen, Minn. 56585

\* \* \* \* \*

FOR SALE: 1967 Musketeer A23-19, MB-278, N6915Q, TT 1900, SE 1700, Gyro horizon & directional gyro w/vacuum system, heated pitot tube, 35 amp battery, heavy duty tires 17.5 in. Narco MK-12A nav/com 360 w/VOA-8, Narco 31 AM APF marker beacon, exterior white with red trim, interior nugget gold; 1967 Musketeer Sport N4754J, 150 hp Lyc. TT Airframe 1800 hrs. since factory remanufacture on engine 450 hrs. full electrical

NORTH DAKOTA AERONAUTICS COMMISSION  
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FIRST CLASS

Margaret Rose  
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Bismarck, N.D. 58501

system, rotating beacon, landing light, nav lites, vacuum system with gyro horizon, directional gyro, optional pilots door, family seat, Narco MK 3 radio; 1967 Musketeer Sport N4755J 150 hp Lyc. TT Airframe 1600 hrs. total time engine 1600 hrs. twin sister to N4754J; 1969 Beechcraft A23-19 Sport, 101FD, MB417, 390 hrs. TT, Gyro horizon directional gyro, vacuum system, heated pitot tube, tinted glass, rear family seat, heavy duty tires, Narco M12A (90Ch) w/VOA-8, exterior red; 1969 Musketeer B23, N6084N, TT 300, SE300, directional gyro & gyro horizon, dual control, heated pitot tube, heavy duty tires, left side door, tinted glass, Narco Mk 12A nav/com (360) w/VOA-8, white with blue & gold trim; 1968 Beechcraft Model 36 Bonanza, 7707R, E100, 260 TT, super utility package No. 1, 8 day clock, instrument post lights and edge light sub panel grimes dual rotating beacons, heated pitot tube, fifth and sixth seats, front seat center arm rest, alternate static air source, Narco Mk 12A 360 ch, w/VOA-8, Narco Mark 12A, 360 ch, w/VOA-9, Bendix 204A marker beacon receiver, Narco UDI-4DME, blue & white; 1968 Mooney Ranger M20C, 6880086, N6777N, 850 TT, SE 850, Sensitive alt. shielded ignition system, 35 amp/hr battery, tinted glass, gyro horizon & artificial horizon, rate of climb, clock, OAT, heated pitot tube, Narco MK12-360, w/VOA-8 head. Marigold with cream trim. Write or call Frank at Flight Development, Inc., Hector Airport, Fargo, N.D. Telephone 237-0123

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